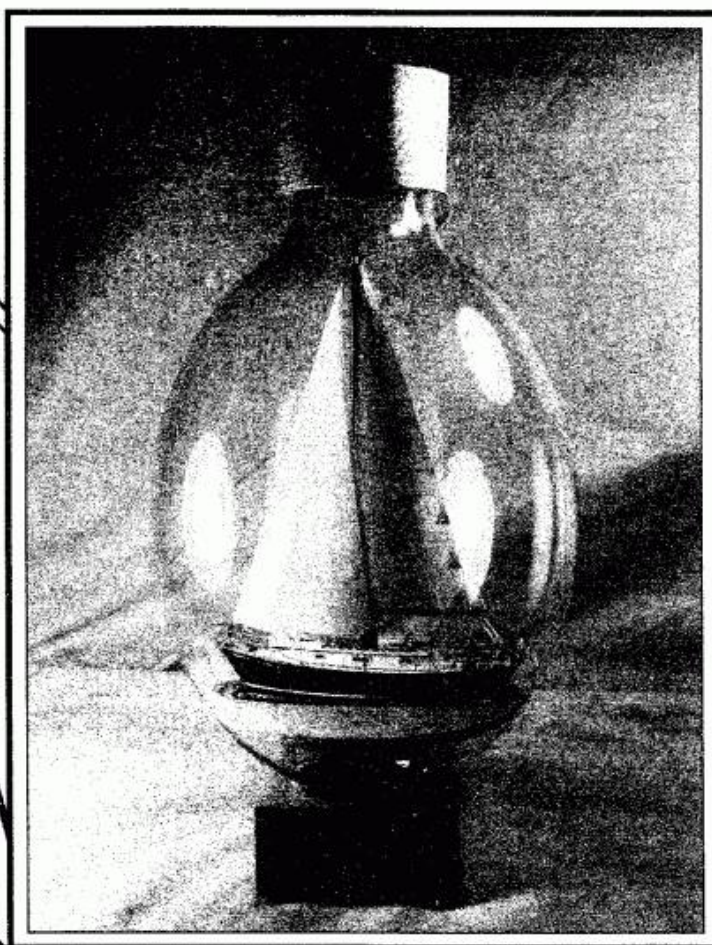


2008-1



Shearwater made by John Fox III

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

COPYRIGHT 2007 by the Ships-in-Bottles Association of America. ALL RIGHTS RESERVED. No part of this manuscript may be reproduced in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES ARE \$ 25.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

DEADLINE for submission is the second month of each quarter.

PATCHES for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL. 34606. Please send check or money order payable to Ray Handwerker. The 4 inch embroidered patches are \$5. each. We now have Baseball caps at \$10. each. Get them before they run out!. No need to cut out the order blank below. Just photocopy this form or hand copy the necessary information to a separate piece of paper and mail it to the above address.

Association Officers

TERRY BUTLER..... President
CHARLES HAND..... Vice President
DON HUBBARD..... Membership
ADAM MELLO..... Treasurer
RAY HANDWERKER..... Editor/Patches

Order Blank
To: Ray Handwerker, 5075 Freeport Dr., Spring Hill, FL 34606
From:

Name:

Address:

City:

State:

Zip:

Please Send:

() 4 inch embroidered patches @\$5.00

() Royal Blue Baseball Caps @\$10.00

Total Enclosed:

DO NOT SEND CASH—check or money order only, made payable to Ray Handwerker, 5075 Freeport Dr., Spring Hill, FL 34606.



The Bottle Shipwright

Volume - 26

Number - 1

ON THE COVER - Shearwater by
John Fox III.

BACK COVER - Cartoons by members.

TABLE OF CONTENTS

Topsail Schooner " Carl Vinnen" Plans-----	3.
Shearwater-Details by John Fox III-----	4.
In Memory of Robert Frederick, by his son Frank-----	5.
An "Old Hand" Remembered by Bill Cheek-----	6.
Letters from the members-----	7-9.
Bulwarks, by Bob DeJongste-----	10.
Rolling, Rolling, Rolling by Bob DeJongste-----	11.
Smooth Sailing, by Jesse Levenworth, The Hartford Courant-----	12.
Tools and Tips, from Bill Sheridan-----	13-14.
Notes From the Membership Chairman-----	15-16.
The Mayflower by Larry Oaks-----	17.
Ratlines, by David Conrad-----	18-19.



Dear members - I am a bit late getting the Pres. letter to Ray this time. I've been traveling a little and then found myself sick for a few weeks. Nothing serious but it kept me from doing much ship work. Thank you to members who sent material in to Ray, Don or myself. It is much appreciated. Keep in mind we often work on material way ahead, so material sent now may not get into a magazine until September or December issues. Keep sending in that material. We can always use it. Don Hubbard and I both send pages to Ray in Florida to add to what he has there, and Ray puts the magazine together to take to a printer near to where he lives. It is a bit confusing at

times having the magazine being written in several states. I want to apologize to you members for not having planned a conference yet. I tried to work up something for Mystic Seaport but never heard back after several attempts. I live in TN which is landlocked and but WANT to plan something for some nice seaport destination. However, without working capital in the SIBAA funds for conference planning, it's a little difficult. Trying to plan something like this without SEEING the place and being near the facilities is harder. If any of you live near a great place for a conference and want to HELP plan an event like this, please let me know! Keep in mind some of our members are older and need easy transport from hotel to events without renting cars if possible. Biggest problem is figuring out how to get members' bottles to events safely and then BACK to members. More to planning one of these than you'd think. I heard from Don, that one of our members - Dr. Appleford has died recently. My condolences to his family. He had given me some of his SIB book collection which I was thrilled to receive. I was sad to hear of his passing.

Terry

Send Material for the Editor to-----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt@tampabay.rr.com

Ray Handwerker



As I start my eighteenth year as editor, I say another big Thank You to the members that sent in donations to this association, to help keep us going. In Don 's Notes From the Membership Chairman in this issue, he names them all. On a sad note we must bow our heads for a moment of silence for the passing of Dr.G.Burton Appleford,MD, and Robert"Bob" Frederick. Two of our long time members and contributors.

Our condolences to there families.
Still need some ship plans.

And this just in, Our condolences to member Steve Wilson on the loss of his wife.

Now ,lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Gwyl Blaser, POB 6484, North Logan, Utah, 84341.
E-Mail gwyl@blaserdesign.com
Joseph Lynch, 802 Bookbinder, Windsor,Connecticut,06095.
E-Mail jslwindsor@sbcglobal.net
Thomas W. Tilton, 1812 Dovetail Point, Sycamore, Illinois,60178
E-Mail twt87@aol.com
Jim Treadwell, 824 E. St. Coronado, California.92118.

E-MAIL ADDRESS CHANGES.

Jean Fortesa, jean.fortesa@tiscali.fr
Ray Handwerker, btlshprt@tampabay.rr.com

welcome back member.

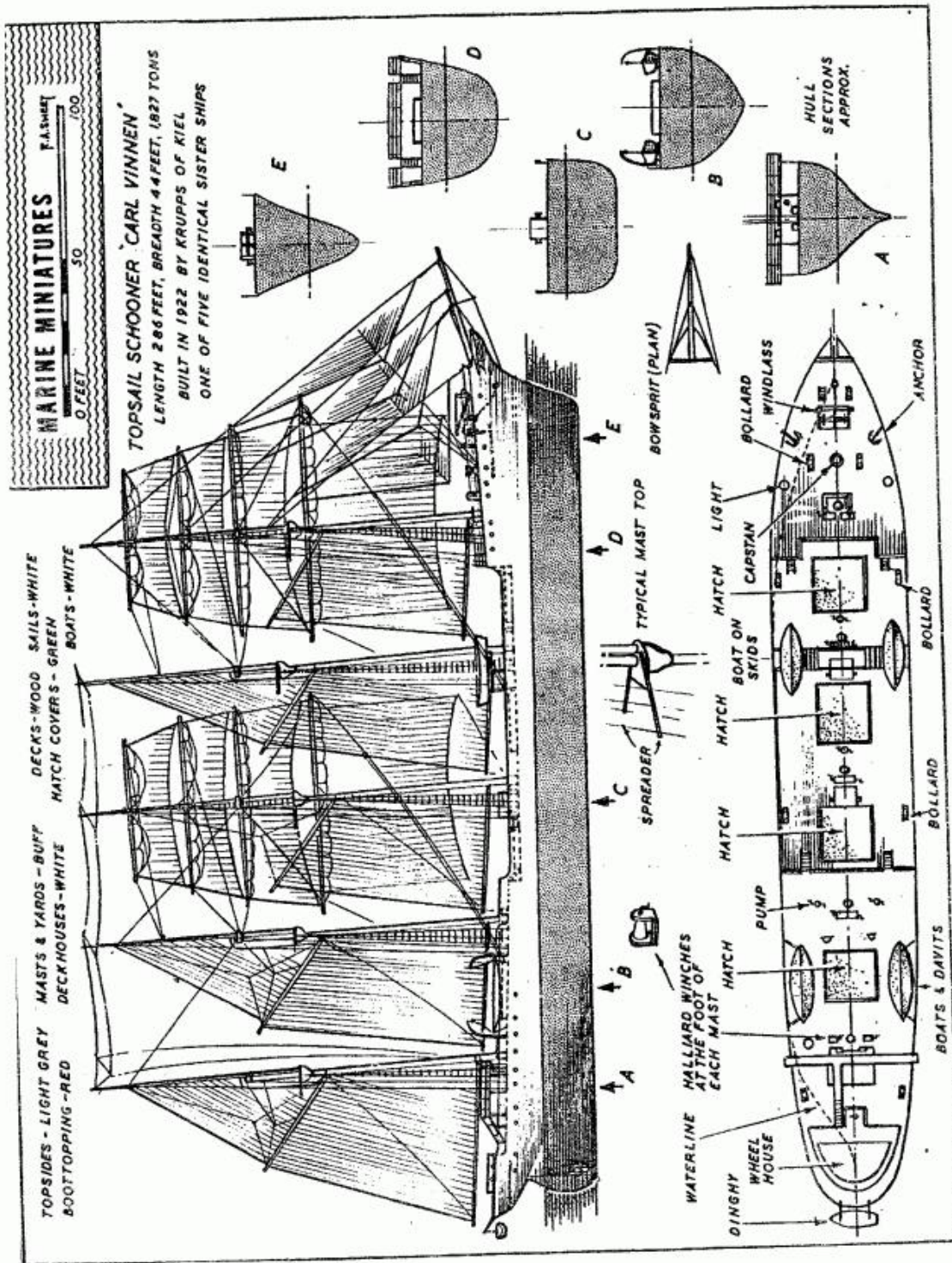
Robert (Bob) Evans CWO,USN (Ret) 829 Robin Meadow Dr. Desoto, Texas.75115.
E-Mail cwoboats@aol.com.

ADDRESS CHANGES.

Mark Pritchett, 354 Don St. SE, Los Lunas, New Mexico. 87031.

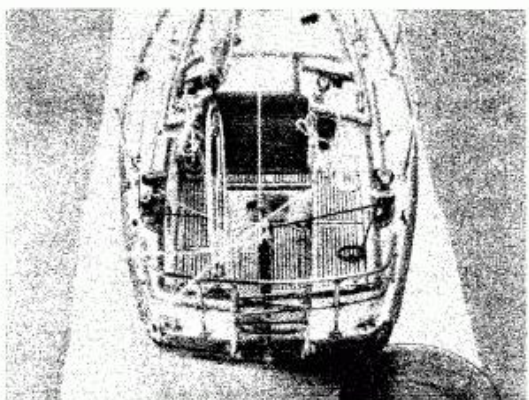
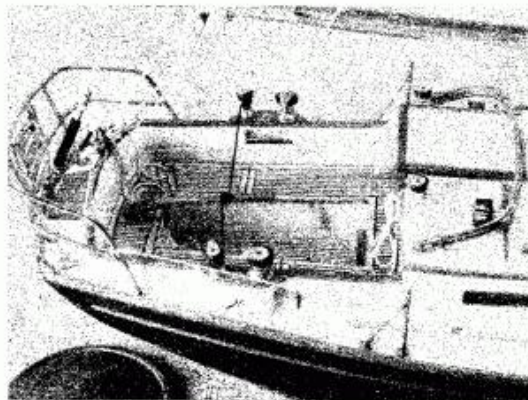
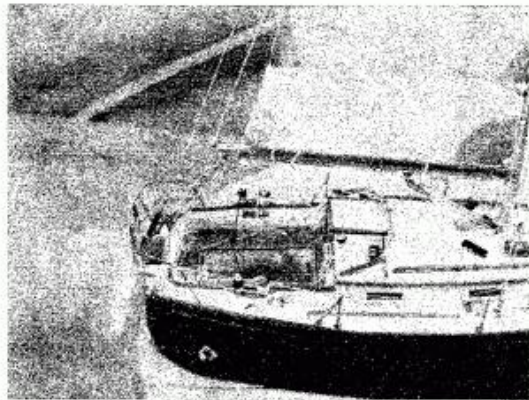
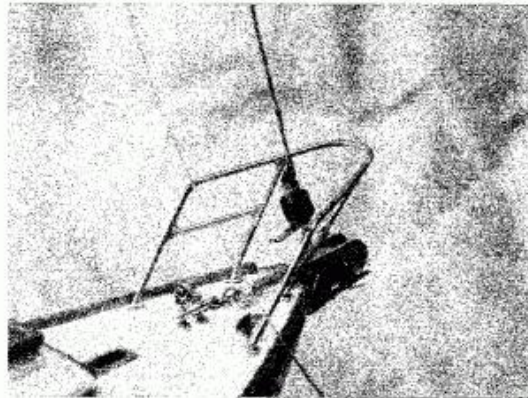
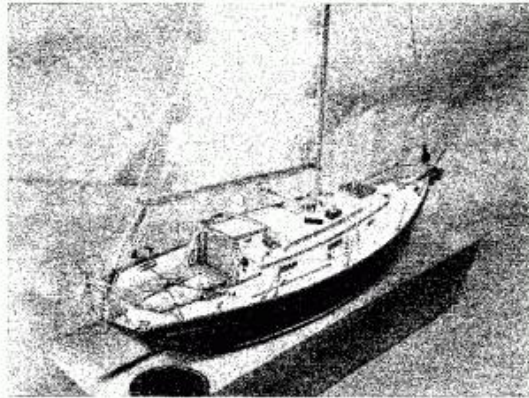
Deep Thoughts

1. Do not walk behind me, for I may not lead. Do not walk ahead of me, for I may not follow. Do not walk beside me either. Just pretty much leave me alone.
2. The journey of a thousand miles begins with a broken fan belt and leaky tire.
3. It's always darkest before dawn. So if you're going to steal your neighbor's newspaper, that's the time to do it.
4. Don't be irreplaceable. If you can't be replaced, you can't be promoted.
5. Always remember that you're unique. Just like everyone else.
6. Never test the depth of the water with both feet.
7. If you think nobody cares if you're alive, try missing a couple of car payments.
8. Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.
9. If at first you don't succeed, skydiving is probably not for you.
10. Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.



Shearwater - details

John Fox III



4•



Robert "Bob" Frederick
August 27, 1917 -
January 30, 2007

Edited from material by his son - Frank Frederick

Bob Frederick spent most of his life in Seattle, WA after moving there with his family at age one. He was active in Boy Scouts and achieved the honored rank of Eagle Scout. He joined the Navy in 1936 and retired in 1958 as Chief Petty Officer.

After retirement Bob worked several years for Boeing Aircraft as an aircraft inspector. He also spent time working for Picot's Marine Canvas and later started his own business, Fred's Marine Canvas - making boat tops and upholstery with

the help of his wife, Connie. They retired from that business in 1980.

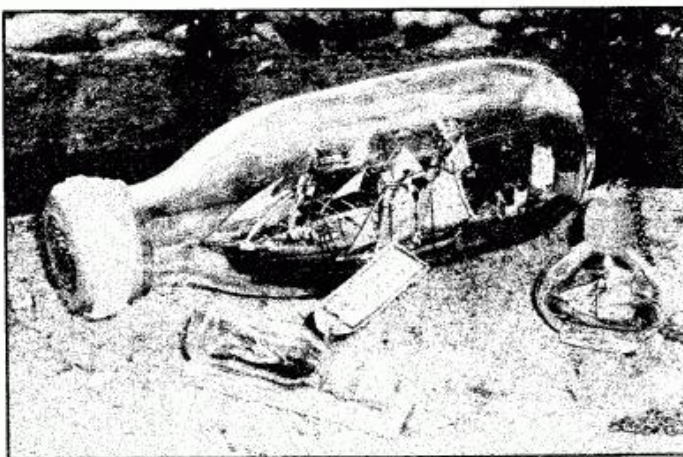
His son, Frank, said that his Dad first started making model airplanes while in his teens, when a friend got him interested. This interest led Bob into joining the Navy and becoming an aircraft mechanic.

It wasn't until some time after retirement that he got into building model boats in bottles. Frank has found his Dad's model building log books. One log appears to be "pre-SIB" models - mostly airplanes. His dad had columns noting date started and ended, scale, type, model mfg, bottle type plus size and remarks. Bob also listed the recipients for many of his models. The log book listed 157 models. The last entry was 1993. Most models were airplanes, but as the years went on more and more ship models were listed.

About a quarter of Bob's basement was devoted to his modeling hobby. Frank later found a bunch of homemade special tools for ships-in-bottles. He said he will hang onto those for a while, just in case he gets the bug. Frank is also keeping the first bottled ship his dad built back in 1993. Bob had held onto that through all those years even though he had given many away. It appears his dad usually had more than one SIB going at the same time. The last entries in the log book show that he was working on numbers 301 through 303. Remarks typically included what he thought of his work and who he gave the bottle to. Typical comments were 'OK', 'Good', and 'Fair', and even 'Fair to Poor'. He gave almost all of them away. He may have sold about five. Bob would give one to almost anyone that struck him as being a nice person and/or one that did a service for him, or that he deemed worthy. Some examples are a librarian at the university, his barber, guys at Ace Hardware, waiters at restaurants they frequented, a guy at his bank, nurses, doctors, the "latte man at Safeway", etc.. Frank vaguely remembers his dad sending SIBs to a museum or show now and then. He thinks his dad always told them to keep those models. Family had been given a few SIBs. Bob only had about five in his home when he died in January.

The photo to the right shows a few of Bob's projects. Note the label on the smallest bottle - front left. It reads, "NOT MADE IN CHINA".

At one time Frank's granddaughter, Heather, showed interest in building SIBs. A couple of years back she was looking very closely at a couple of Bob's SIBs and was asking technical questions about how certain things were done. Frank is going to tell her that the president of the SIBAA is a woman. He said, "Who knows..."



AN "OLD HAND" SHIP BOTTLER REMEMBERED

By Bill Cheek

Fall weather in Canada is very pleasant, mild temperatures, sometimes even warm, the color of the trees, as the leaves turn various shades of red yellow and green, and the nostalgic smell of someone burning leaves, which unfortunately is not allowed during the frenzy of reducing green house gases. Last fall my daughter and son in law offered to take my wife and I off for a surprise trip, and we ended up at a lovely small town, Port Dover, on the north shore of Lake Erie, one of the Great Lakes which separates Canada from the United States.

Port Dover has been long established as a commercial fishing harbor, with numerous docks and wharves, an abandoned fish processing plant, a multitude of small restaurants, pubs and hotels, and a few fine dining spots. Located in a bay, at the mouth of a small river there is also a lighthouse on the end of a quay wall and a huge sandy beach, well protected and safe for youngsters swimming, so with the natural development of numerous summer cottages and waterfront homes Port Dover, serviced by a good highway system, is a very popular tourist attraction. The town is known also for another phenomena, some years ago the motor bikers found it, and took such a liking to the surroundings, and a welcome from the residents, that every Friday the thirteenth throughout the year literally thousands of bikers from all over north America make the trek to the Port Dover reunion. Accepted by the residents, and without ever causing any commotion they come, party, spend money and then go back to where they came from. So if you plan to ever visit Port Dover, don't go on a weekend that encompasses a Friday the thirteenth, unless you drive a Harley!.

While wandering along the quay admiring the scenery we came across the Maritime Museum, quite unpretentious from the outside, but as we saw that it was open daily, in we went, to find ourselves in a well laid out and extremely interesting collection of maritime memorabilia and artifacts. The area off Port Dover known as Long Point is the graveyard of hundreds of commercial and fishing craft that have gone down in storms over the last two centuries, the history on display was fascinating. Also was the intact bridge structure and the passenger accommodation of a great lakes freighter, all very much a "hands on" exhibit.

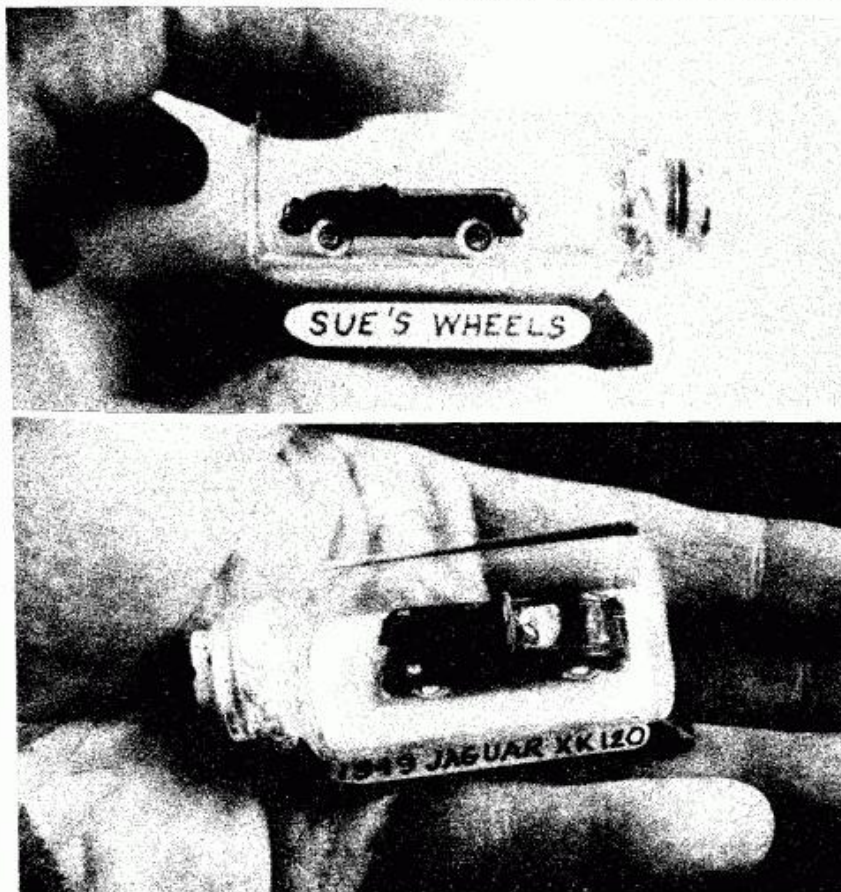
The most interesting exhibit for me was the display featuring our old friend and master ship bottler Parker Leney. You will find references to Parkers craftsmanship in Don Hubbards book "Ships in Bottles", and the museum has a stand devoted to his work, there is a photograph and an interesting history of Parker and his hobby, and included are a number of his works, including several different sized bottles containing the famous "Bluenose", and in addition a model of HMCS Haida, a Tribal Class Destroyer, in which he served in World War II, in a hand crafted plexiglass case. The Haida now classified as a Canadian Historic Site, is a museum herself. Open to the public, in Hamilton, some forty miles away, and also well worth a visit. Parker for many years owned and ran a Hobby/Craft shop in Port Dover until he passed away, and the curator of the museum told us she remembers buying her first Barbie Doll from that store. He was featured in a TV documentary before he retired.

If you are getting on in years, like some of us are, and you don't know what will happen to your precious bottles when you are no longer around, check with your local museums, they may be quite happy to find them a permanent resting place, along with your recognition.



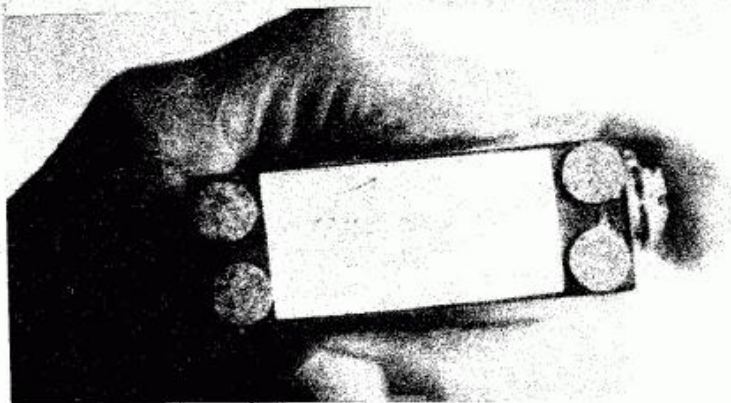
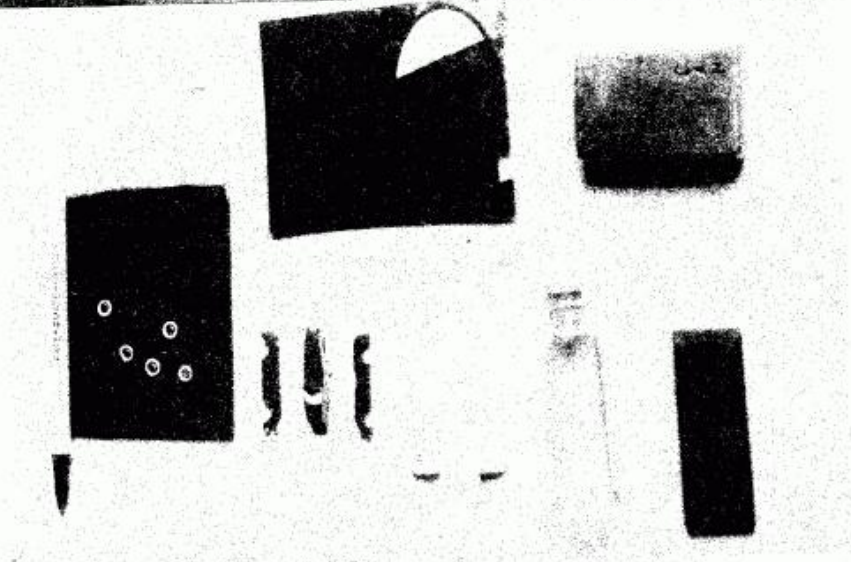
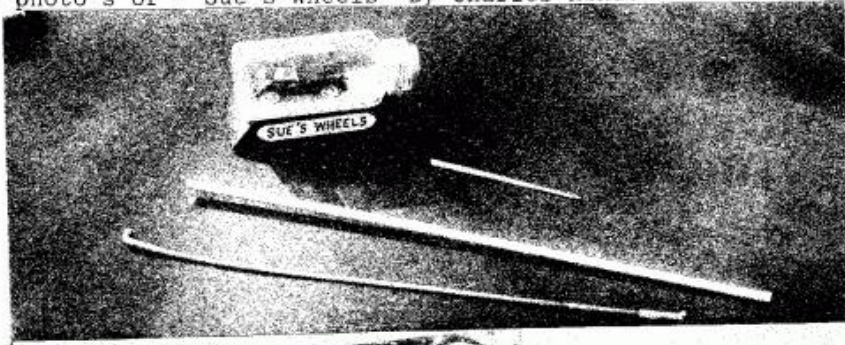
In this issue we welcome four new members aboard, Gwyl Blaser, of North Logan, Utah, we got no information about his experience in building SIB's. Joseph Lynch, of Windsor, Connecticut, claims to be a beginner looking for tips, etc, and has built four so far. (his membership is a surprise Christmas gift from his daughter. Hope he enjoys it). Thomas W. Tilton, of Sycamor, Illinois, also comes with no information. and last but by no means least, Jim Treadwell, of Coronado, California, is a beginner interested in ships -in-bottles. We also welcome Back Robert (Bob) Evans, CWO,USN (Ret) he has completed a ½ dozen SIB's and 2 WW.II subs. Welcome back and welcome aboard. Remember that this is your journal, so send in some pictures of your works, some hints or tips or articles and questions. wee will try to help.

Below are "Sue's Wheels" from Charles Hand for his sister.





More photo's of " Sue's Wheels" By Charles Hand.



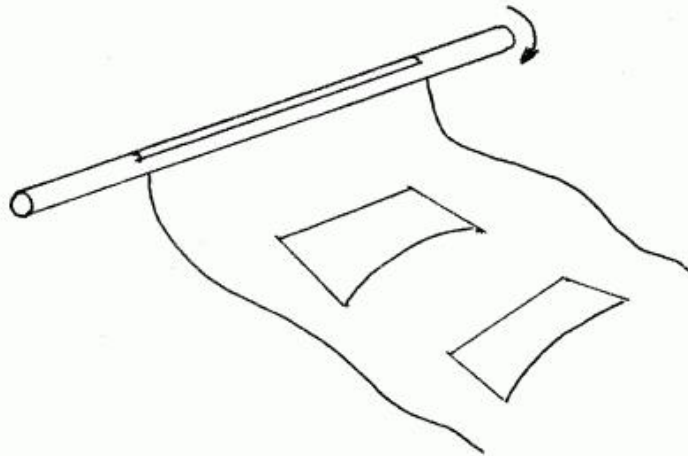


... SAILS IN THE MOONLIGHT...

You can make your sails from cotton or from paper, but you need to give them a good nice belly to show that there is a lot of wind. First of all you have to borrow or to steal from your wife some ribbon. One meter is enough. The width shall be about 30 to 40 millimeters. Glue the end of the ribbon to a round piece of wood of about 6 mm thickness.

After you have cut out your sails, make them thoroughly wet and put them on the ribbon. Roll up the ribbon and let dry.

When the sails are dry they will have a nice belly and that's what you wanted!



Subject: Outsourcing

I was feeling a bit depressed the other day, so I called the Depression Help Hotline.

I was put through to a 'call center' in Pakistan .

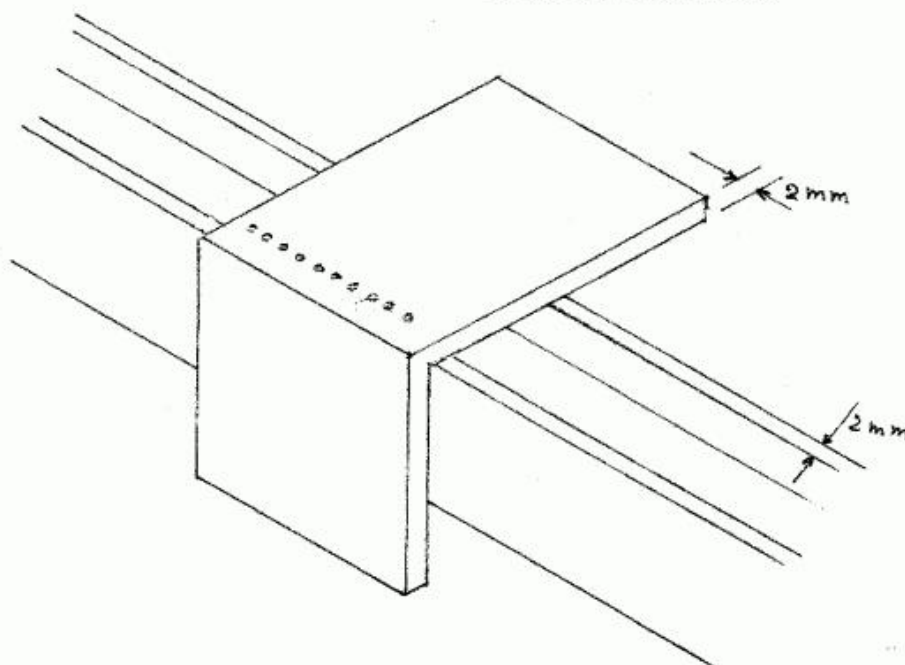
I explained that I was feeling suicidal.

They were very excited at this news and wanted to know if I could drive a truck or fly an airplane....

BULWARKS. by Bob DeJongste

The bulwarks of the SIB's that I build have a thickness of about 2 millimeters. I drill the holes of 1 mm through the top of the bulwarks and through the hull.

For better centering of the holes
I have made myself a small makeshift.
I took two pieces of 2mm thick iron
and soldered them together.



At a distance of 3 mm (thickness of the iron plus half the width of the bulwark) I drilled a couple of 1 mm holes. Do not use brass since that wears out too quickly.
For a good result I suggest that you clamp the hull and the iron appliance together in a vice.

10. I wish you success!

...ROLLING, ROLLING, ROLLING...

If you have finished a ship in a bottle and everything seems to be in shipshape, then you suddenly discover that the bottle has a tendency to roll, so that your sea is halfway up in the sky.

There are many ways to remedy this problem, but I would like to draw your attention to the mooring-post. This gives a nice support to your bottle.

I use a piece of wood of approx. 14 x 14 x 120 millimeters. The three legs are made out of 10 x 5 mm wood.

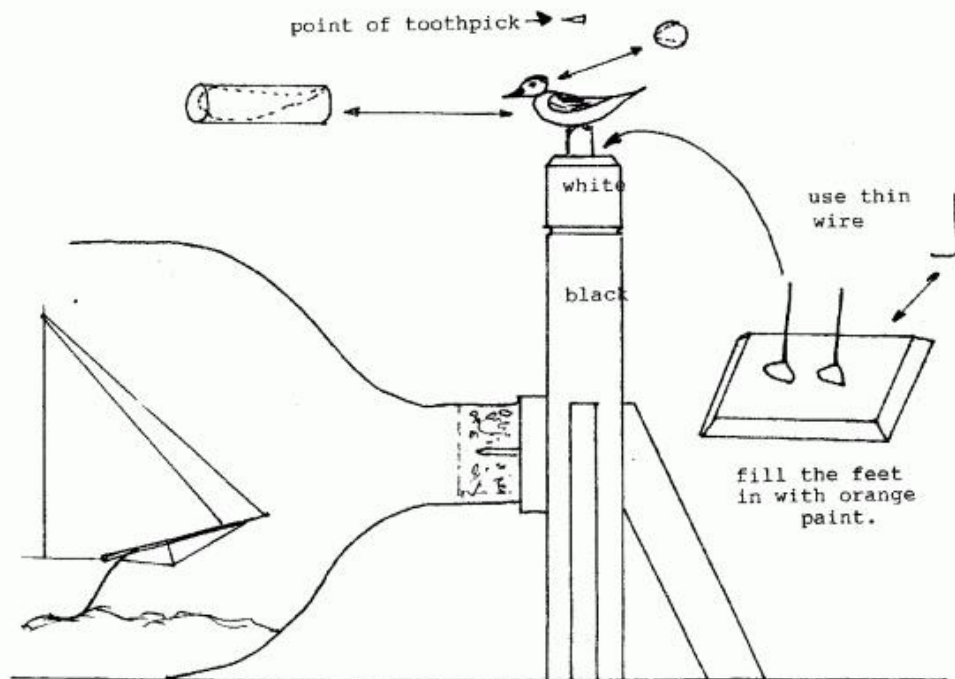
The body as well as the legs are painted black. The head is white.

It is not very difficult to make a seagull.

The main problem is fixing the legs to the head of the mooring-post. I did it by means of a steel pin in the triangle of one of the feet. Later the triangle was filled in with orange paint, which also nicely covered the head of the pin.

To fix the bottle to the mooring-post I used some glue, but to make sure that the two items would not come apart after some time, I drove a steel pin through the mooring-post into the cork. Make sure that the pin is not visible in the bottle.

I wish you success!



SMOOTH SAILING

By JESSE LEAVENWORTH | The Hartford Courant - August 29, 2007

In his new book, Bill Sheridan recommends Pinch Scotch Whiskey bottles as the best containers for novice modelers. Sheridan doesn't cover how to empty the bottles in the "Beginner's Guide to Building Ships in Bottles," but it's probably best to leave a window between consumption and a hobby that requires fine motor skills and razor-edged tools. In any case, those who buy the Pratt & Whitney engineer's guide should be ready for a challenge, because no matter how simple the design, preparing and inserting a boat in a bottle is not easy.

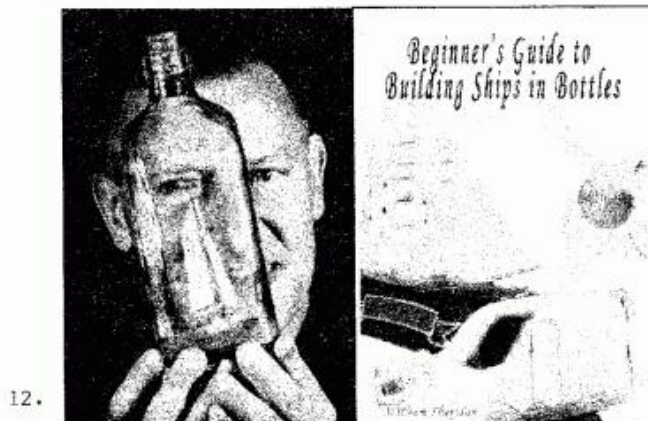
Published by Baltimore-based Publish America, Sheridan's 58-page book (\$12.95) has been available since May in Barnes & Noble bookstores in Connecticut and on Amazon.com. The 47-year-old Southington man said he didn't write it for the money (he says he's sold about 75 copies so far and gets \$1 each in royalties) but because he wanted to make the hobby accessible to beginners. Sheridan has been building all kinds of models since he was 12 and first got into bottle models as a 20-year-old. He said he noticed that authors of other guides in the last 60 years all started with multi-sailed vessels with lots of rigging.

"What's different about mine is it's for a beginner," he said. "Others start with somewhat more complicated models, and people looking at them would say, 'Wow, that looks too difficult for me to do.'" The first model in Sheridan's book is a one-sailed Mediterranean fishing boat called a lateen rig. Required tools and materials include a coping saw, razor knives, a small hand-cranked or electric drill, glue, wire, pine or aspen block and dowels, fine paper for the sails, cardboard, thread, paint and human figures sold for N-scale train sets.

The book includes diagrams with precise measurements for the hulls, masts, yardarms and other fixtures on the fishing boat and a second model, a more complicated sloop. Illustrations and a glossary also detail the different parts of a sailboat and some background on the vessels. The history of ships in bottles is hazy, but they became widespread in the 19th century as glass-making techniques advanced to produce clear containers. Models in museums and collections cover a range of sizes and complexity, but they all share a mystery: How the heck did they get that in there?

The secret is hinges. Masts are hinged (with wire in Sheridan's models), so the boat can be inserted with the sails laid down. Once inside, a hooked, long-handled tool is used to straighten the masts and extend the sails. Sea-beds are prepared with blue, non-hardening clay, inserted in rolled sections and flattened with a block-ended dowel. Models in his book, Sheridan said, can be built for no more than \$20, not including the bottle and original contents. Beginner models can be built in less than 20 hours. So if you are real ambitious, you could do the whole thing in a weekend.

He recommends Pinch bottles for the beginner models because the flat bottoms allow easy display, and the indented sides create an ideal space for the raised sail. He's used a variety of bottles for his other models; including an antique he bought for \$8 that used to contain embalming fluid. Inside is a model of the 16-foot boat that Sheridan sails on Bantam Lake in Litchfield. Asked where he gets most of his bottles, he pointed to the bar in his home. Sometimes, it's the bottle alone, not the booze, that attracts him, Sheridan said. "I just spent 50 bucks on a bottle of Sauza tequila because I liked the bottle," he said.



Bill Sheridan with model of Newport 16 Day-Sailor and the cover of his new book.

TOOLS AND TIPS

Re-published Articles & Building Tips edited by Bill Sheridan

Original Tool Article: **Common Pocket Nail Clipper as a Bottleship Thread Nipper**

Author: **Don Bradley**

First Published: **The Bottle Shipwright 1998-2**

I keep several pairs of fingernail clippers on my workbench for clipping thread and small wires when working on projects, including bottleship work. As I clipped a thread from the end of a spar on a bottleship that I was working on, I thought how wonderful it would be if I could have clipped that thread as close and clean inside the bottle. On close examination, I found a clipper that looked as though it was made for bottleship work and came up with a new tool.

Start by taking a pair of nail clippers, either new ones or smaller infant nail clippers, which have a nail file attached as shown in figure 1. With a small hand held grinder, I used a cut-off wheel to make notches on either side of the push down lever as shown in figure 2. Then I put the clipper on a small anvil and hammered the rivet that holds the nail file to the clippers to flatten it. It has a hole through it so you can't miss it. This makes the file less free to move so it will stay in place when using it at an angle. I then center punched and drilled two small holes in the nail file as shown in figure 3. New drill bits are a big help when drilling these holes in the hardened metal file.

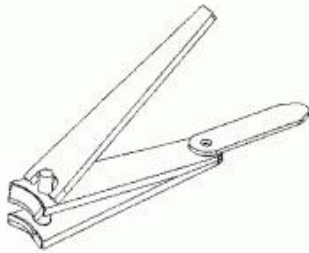


Figure 1



Figure 2



Figure 3

The next step is to make a handle for reaching into the depths of the bottle. I used a heavy gauge wire, flattened at one end and a loop bent at the other end as shown in figure 4. Drill two holes to match the holes in the nail file.



Figure 4

Using wire brads or small nails (cut down for riveting) rivet the nail file to the handle. Then tie with a stout cord, a loop around the notches in the push down lever on the nail clipper and thread the cord through the nail file rivet hole and tie off the cord on the loop

end of the handle. You should now have a nipping tool that looks like the one shown in figure 5 for use inside the bottle. Mine will pass through a bottleneck opening the size of a dime with ease. There is a nail clipper on the market that has a gizmo that catches the clipped particles. I have not tried it, but I think it would keep the cuttings from falling inside the bottle. It should be noted that when the nail clipper gets dull, just file off the rivets, drill holes in the nail file of a new pair of clippers and then rivet it to the existing handle. Don't forget to hammer the nail file rivet with the hole in it to keep the tool from moving too freely.

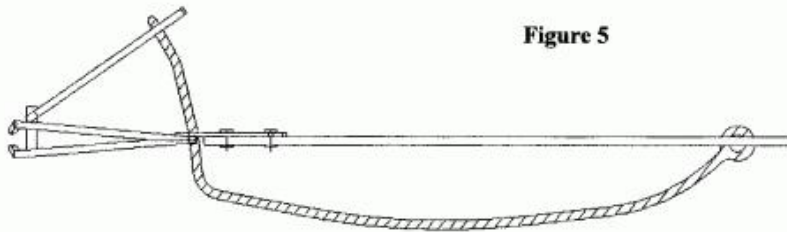


Figure 5

Original Building Tip Idea: Rigging Tension Method

Author: Jack Hinkley

Not Published: Original Idea Submitted to Terry Butler via E-mail March 2007

This is a good tip to keep running rigging taunt when working from an elevated work stand. Start with some small alligator clips and lead fishing sinkers that have a loop at the small end. Slip the jaws of the alligator clip through the wire eye of the sinker and then clip it onto the end of the rigging. Gently let the line tighten until you can hang the sinker all on its' own. Use larger or smaller sinkers depending upon the amount of tension you need.

This same method can be used on a flat work stand by clipping the sinker to the rigging line and then stretching it the full length across the workbench. Once you have the right amount of tension, you can place a weight on the line in front of the sinker to keep it taunt.

Original Building Tip Idea: Bristle Material for Brushes Made from Cat Whiskers

Authors: Charles Hand & Ralph Preston

Not Published: Original Idea Submitted to Terry Butler via Letter November 2003

The finest paintbrushes can be made from a few whiskers shed from a cat. Single bristle brushes from cat whiskers will paint the finest details. Ralph Preston actually paid a youngster \$25 for thinking of that idea!

NOTES FROM THE MEMBERSHIP CHAIRMAN

by
Don Hubbard

Again, our thanks to our generous members who added a donation to their membership checks. Myles Readon, Danvers, MA; Harvey George, Milwaukie, OR; Charles Hand, Jr., Canton, NC; Martin D. Stroud, Arnes, New Brunswick, Canada; Joe Meehan, Flagstaff, AZ; Randy N. Chesnutt, Palmdale, CA; Conrad Forget, Chicopee, MA; James Herr, Maryville, WA; Jim Treadwell, Coronado, CA; Bill Cheek, Ontario, Canada

Dr. G. Burton "Ap" Appleford, MD

It is with great regret that I report the passing of my good friend and SIBAA Plank Owner Dr. G. Burton "Ap" Appleford on Thursday, 17 January, 2008. Ap was unique among us. He was not a builder of bottled ships and he had only a small collection of models, but his real passion was collecting literature on the subject. That is how we met.

In 1971 when my book had been accepted by McGraw-Hill for publication, but before it had been printed, Ap called me up to ask for one of the first copies. I asked him how he found out about the book and it turned out that he had hired some literary type to find books on the subject. Somehow that researcher discovered my coming book and informed him. Fortunately, Ap was living in San Diego, so we were able to meet each other periodically over the years to swap stories. Ap handled all the publicity for the first International SIB show that was held here in San Diego. It was at this show that Jack Hinkley and I decided to form the Ships-in-Bottles Association of America. It was then that Ap signed on as one of the very first members. He remained with us ever since.

Ap was a physician, and during World War II was commissioned in the U.S. army to serve as a flight surgeon with the then Army Air Force. As such he served at several of the British airfields that launched and retrieved B-17 and B-24 aircraft going to and returning from bombing raids over Germany. Working with him, as the bomb disposal officer, was a man named Milton Delano. Together they would run out to crashed aircraft, and as Delano defused the remaining bombs - some hung up in the bomb bay - Ap would go in with his medics drag out the dead and injured crew. Ap said to me that you develop a very close relationship with someone when working that way. Why is this important. Milton Delano was one of the nations top scrimshaw artists and as such searched for and bought many of the scrimshawed whales teeth that were in President Kennedy's collection. He also scrimshawed a number of teeth for him. Jacqueline Kennedy ordered the very large scrimshawed whale tooth from Delano with the presidential seal on it. It was to be a birthday present, but instead was buried with the assassinated president in his grave at Arlington Cemetery.

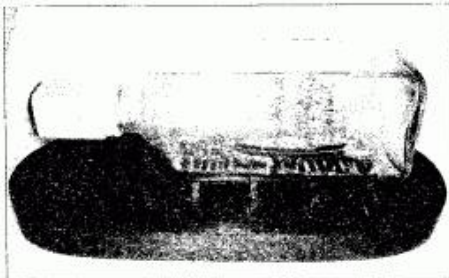
Ap was 92 when he passed away last week. He was a bright and interesting guy and will be greatly missed by me and other who knew him.

Don Hubbard

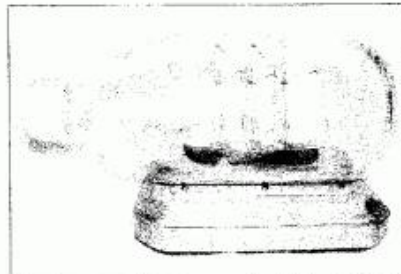
Christmas brought a welcome surprise visit from Gil and Mary Charbonneau of Edgcomb, Maine. Gil is one of our plankowners and the producer of the wonderful SIB how-to video, *The Complete Guide to Building a Friendship Sloop in a Bottle* (to order contact Gil and 982 Crosspoint Road, Edgcomb, ME 04556.). We spent a great day touring the USS Midway Museum. Gil had just finished a new diorama of the Whaler Essex, which was rammed by a whale and sunk in the Pacific, 2000 miles off South America, on 20 November 1820. Here are a few pictures of this very inspired and detailed model.



Our new member Ray Koslowski, of Baltimore, MD, sent me a disk with some pictures of the models he has built. Very nice stuff mounted on very attractive stands. Here are two of them:



Full Rigged Ship, Ray Koslowski



Three-Masted schooner, Ray Koslowski

Long time member Conrad Forget, who once sent me a mini ship model in one of his wife's insulin bottles, writes that he's going smaller again using a bottle with an overall length of 1 1/4 inches and a bottleneck of 9/32nds. For those of you who have never produced a "Mini", they are a lot of fun and present challenges that the big bottles don't. For one, there are no string to pull, so the model is, in fact, constructed in the bottle. This will be the subject of a special article in one of our coming issues, so if any of you have photographs of minis you have built, please send them on for inclusion.

And thanks to all of you for getting in your dues as soon as you see the red "Dues are due with the issue" stamp next to the address label on the envelope. It helps me keep things organized when the envelopes arrive about the same time. See you next issue.

Don Hubbard



HUMOR FOR LEXOPHILES (LOVERS OF WORDS):

I wondered why the baseball was getting bigger.....and then it hit me.

The roundest knight at King Arthur's round table was Sir Cumference.

To write with a broken pencil is pointless.

When fish are in schools they sometimes take debate.

The short fortune teller who escaped from prison was a small medium at large.

A thief who stole a calendar got twelve months.

16. A thief fell into wet cement. He became a hardened criminal.

Thieves who steal corn from a garden could be charged with stalking.

The Mayflower

SIB #42 - Larry Oakes

This story really should start in 1985. We were working in St. Petersburg, Fla. staying in a motel at Treasure Island Beach for a week. We became friends with the managers of the motel and he showed me this Jack Daniels bottle and inform me of how much he liked it and would never give it up for anything.. It was when we were packing up to leave he very ceremoniously handed me the bottle.

The bottle turned out to be a "Belle of Lincoln" Jack Daniel's. It is an impressively designed bottle that has a glass decanter cap. I decided to put a model in that as well as in the big bottle. I did it, and because of its size (the opening is somewhere just over ¼ inch ID), it took human hair to be small enough to pose as rope for the rigging. I finished it in August 1988. Scale was 1/916th. I submitted it to the Guinness Book of Records. They were impressed but at that time they had no category for SIB, nevertheless I was pleased that they considered it one of a kind.

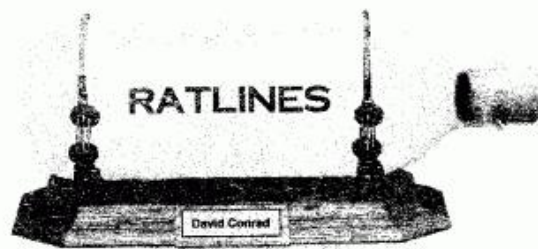
I wanted my full-scale model to be as good, so I built three other ships first to get back in practice. I February 1997 I finally completed the large model. She is 1/244ths to scale and vary detailed including a full crew.

Finally, the stand. I built two stands for this classy bottle, but neither one had the magic I wanted. That had to be left to my five year old granddaughter, Courtney, who found and lugged home a fancy piece of driftwood for her Popaw's bottle that she found on a Panama City Beach. So I cannot take credit for building the stand for this Mayflower. The credit lies somewhere between God, Mother Nature and a little girl walking down a beach with a wonderful imagination.



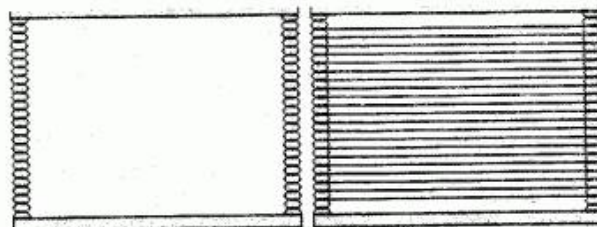
by the Jack Daniel's Company. They are good folks in Lynchburg.

After completion of the Mayflower, it was a pleasure for my wife and I to have a brief meeting with Roger Broshears, of Jack Daniel's, Lynchburg, Tenn. He also was instrumental in signing me up as a honorary member of the Tennessee, Squire's Club, and since that time with many different invitations to functions and other celebrated events sponsored



Ratlines aren't for every modeler. They are tedious to rig, and when something goes wrong, as it often does, they can detract considerably from the completed model. That being said, there are plenty of folks out there who rig ratlines, and all have their own favored methods, me included. So here's how I go about it.

To begin, one needs a jig, sometimes referred to as a ratline harp or loom. A basic but quite versatile jig can be easily fabricated from two lengths of threaded rod, and two lengths of plain rod. I prefer brass because it's easy to work and doesn't rust. The necessary stock is available in any hardware store. Threaded sections cut from a couple of brass machine screws, and a length of brazing rod about half the diameter of the screws is all it takes for material. Assembly is quite straightforward. The lengths of threaded rod should be grooved on the end using a file or grinding burr, and then connected into a rectangle using two lengths of plain rod. I prefer soldering the connections, but epoxy would probably work as well. The size of the jig depends on the scale of the model, and bears thinking about before setting to work.

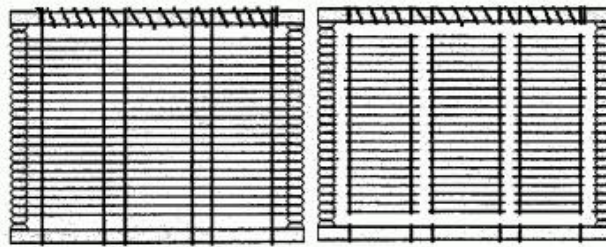


In the right-hand illustration above, the has been strung with line for the ratlines. I generally use 8/0 polyester flyline. An important point with flyline is that it stretches. If the jig is wrapped too tightly the flyline ratlines will contract in use and cause wrinkles, so go easy with them.

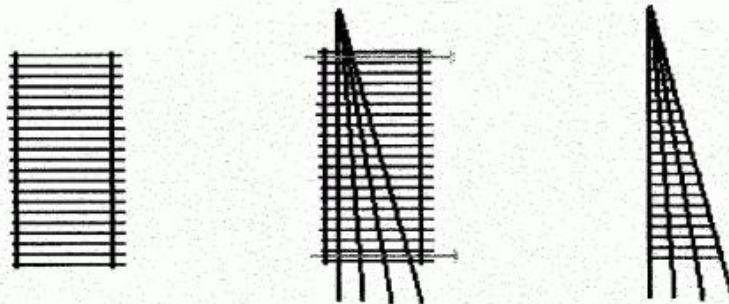
The Last Word.....

18.

If God had wanted me to touch my toes, He would have put them on my knees!

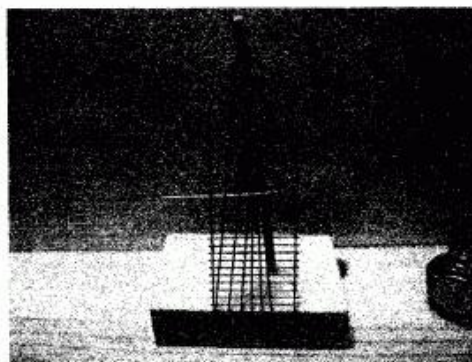


When wrapping the jig, the stringers being wound on the thinner rods, press upon the ratlines insuring good contact for gluing. CA adhesive works well and is applied along the stringers using a needle or piece of wire as an applicator. When the glue is set, the ratline material is cut from the jig in sections. The jig illustrated above produces six pieces of material - enough for a three masted vessel.



I work with the shrouds already rigged on the vessel. A piece of ratline "fabric" is positioned against the inboard side of the shrouds, and pinned in place with a couple of lengths of brass wire. (shown below) Now the shrouds may be glued to the individual ratlines in the same way that the jig was glued up. When the glue has set, the excess material is cut away carefully, and the ratlines are complete.

Dave Conrad



NOW HEAR THIS!

Our volunteer archivist Bob Little of Fort Huachuca, California has done an astonishing and valuable thing.

AVAILABLE NOW: the first 80 issues of *Bottle Shipwright* completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

Anyone with a computer with a CD drive will be able to read, enjoy and download articles from this self-loading disk.

As you know, *Bottle Shipwright* is not written by one person, but by builders who submit articles from all over the world. This is why this archive is so valuable. The variety of ship-in-bottle information is staggering. An invaluable reference. We have been getting **VERY GOOD** feedback on this disk.

The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.

Net proceeds from this CD go to help the S.I.B.A.A.



ORDER FORM

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Country: _____
 Number of copies: _____ Check for \$ _____, enclosed.
 Send to Don Hubbard, P.O. Box 180550, Coronado, CA 92178

THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

The Ships-In-Bottles Association of America (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, *THE BOTTLE SHIPWRIGHT*, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

APPLICATION FORM

Full name: _____ Date: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Telephone: _____ E-Mail: _____
 Please briefly indicate your interest and experience with bottled ships: _____

We would like to invite you to join us.
 Current dues are \$25.00 in U.S. currency,
 and checks should be made out to S.I.B.A.A.
 Please send to:

Don Hubbard, Membership Chairman
 P.O. Box 180550,
 Coronado, CA 92178-0550

PERMISSION TO PUBLISH revised 1997

I, _____, hereby grant the Editor of the Bottle Shipwright
permission to publish the enclosed article/manuscript entitled: _____
Photo/s captioned: _____
and written/photographed by: _____
(please print name in full)
Cartoon/s, trademark/s, newspaper/magazine/newsletter articles or photographs,
captioned/entitled, _____
Written/drawn/photographed by: _____
(please print name in full)
I, _____, hereby also grant the Editors of Buddeschiff Express,
(Germany) The Ship Bottlers, (Japan) Rose des Vents, (France) The Bottle Ship,
(European) Welkom aan Boord, (Netherlands) permission to publish the enclosed
article/manuscript entitled: _____
Photo/s captioned: _____
and written/photographed by: _____
Granted, _____ Not granted, _____ indicate yes or no and initial. _____

**IF MATERIAL DID NOT ORIGINATE WITH THE
PERSON SUBMITTING MATERIAL**

Enclosed herewith is the permission slip from the copyright holder to reprint the
article/s, photograph/s, cartoon/s, illustration/s, enclosed.

GENERAL RELEASE

I understand that the Ships-In-Bottles Association of America, and the Bottle
Shipwright, are staffed by unpaid volunteers, and I agree to hold said staff,
blameless/harmless, should my article/ manuscript/photo/cartoon, be libelous or violate any
copyright or trademark rights of any person, corporation or company. I further agree that I
will hold the Ships-In-Bottles Association of America or the Bottle Shipwright
blameless/harmless for any costs, damages, expenses that may result from said libel or
copyright infringement.

Address: _____

City: _____ State: _____ Zip code: _____

Area code and telephone number: _____

Signature: _____ Date: _____

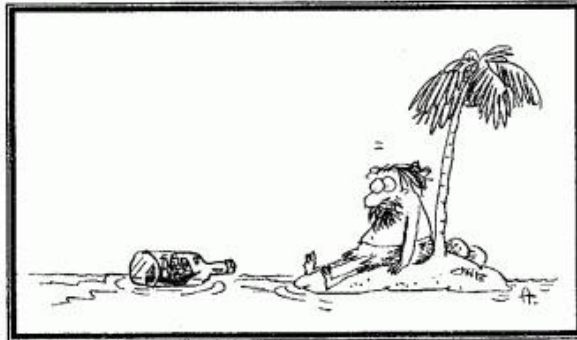
This form must be submitted with any material for publication in The Bottle Shipwright.

Please fill in in ink. You may photocopy for additional materials or contact the editor for
additional forms.

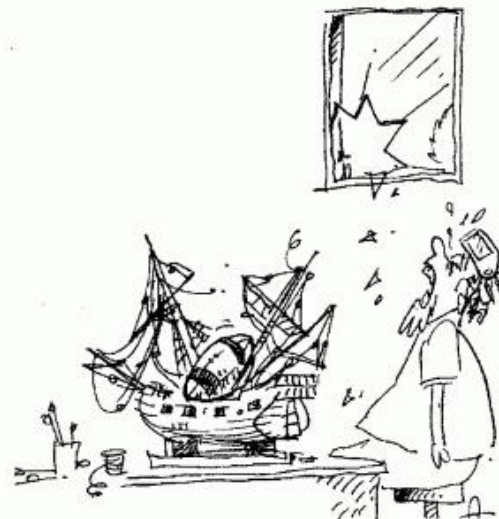
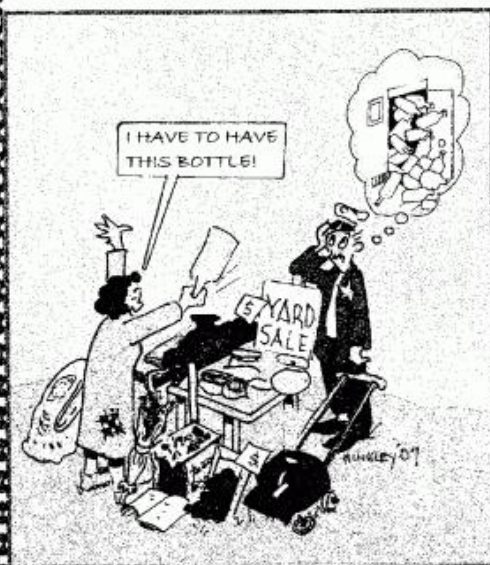


*There was a young man named McClug
Who built a ship in a jug.
He built more and more
'Til they littered the floor,
And he said, "Boy have I got the bug!"*

Jack Hinkley



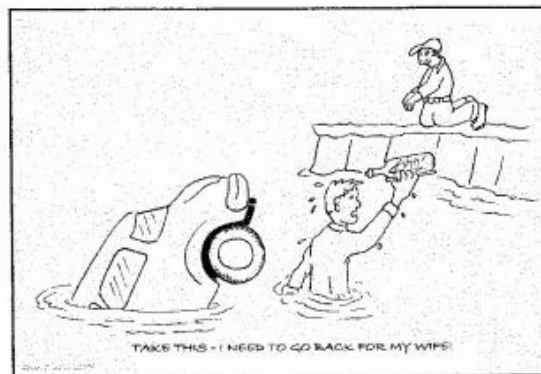
Used with permission from artist Sergio Asqueros and the Ventura County Ship Model Guild



Used with permission from artist Sergio Asqueros and the Ventura County Ship Model Guild

*A man built a tiny square rigger
In a bottle the size of a jigger.
When he was done
He said, "That was fun,
But the next one I build will be bigger."*

Jack Hinkley



TAKE THIS - I NEED TO GO BACK FOR MY WIFE